

CONY ISLAND PARK, AS PLANNED BY THE JOURNAL, MEETS WITH APPROVAL---ITS OPPONENTS DEFEATED.

BOARD OF PUBLIC IMPROVEMENTS HEARING CONY ISLAND PARK ADVOCATES.



Board of Public Improvements Gave a Hearing to All Who Desired to Speak and Favored Its Advocates.

Weight of Argument and Feeling Overwhelmingly in Favor of Making It as Large and Beautiful as Possible.

Grout's 400 Foot Strip Scheme Met with Faint Support and Died Aborning---Views of the People.

The public hearing given yesterday by the Board of Public Improvements in the Aldermanic Chamber on the Journal's plan to convert Coney Island into a great seaside park for the people, the opponents of the enterprise met their Waterloo in decisive fashion.

In short, the weight of argument and feeling was so overwhelmingly in favor of the broad policy of making the park as large and beautiful as possible that the members of the Board were visibly impressed.

The Board will meet tomorrow and recommend the improvement in all probability. On the other hand, the plan submitted by President Grout, of the Borough of Brooklyn, received but faint support. Mr. Grout's plan provides for a 400-foot wide strip running from Ocean Parkway to Sea Gate.

The map prepared by Engineer Risso to explain Mr. Grout's suggestion shows an elevated board walk 50 feet wide running from the Parkway along the inner edge of the strip to St. John's Orphan Asylum. The plan also provides for a grand driveway divided into three sections, viz: A 15-foot bicycle path, then the driveway proper, 60 feet wide, and a 25-foot promenade.

Provision is also made for four recreation piers, a new 60-foot street in place of the present ferry, and four new north and south streets.

President Holahan, after calling the large meeting to order, asked for a show of hands of those in favor and those opposed to the proposed improvement. The result indicated that opinion was about evenly divided.

President Holahan declared he would hear first the supporters and then the opponents of the plan afterward.

The latter easily answered and put to rest the objections against the splendid enterprise, the speakers being frequently interrupted by applause. The friends of Coney Island as it is, on the other hand, were listened to in silence.

Opponents Heard First.
W. H. Morrell, who said he was better known as "Rapid Transit Morrell," opened the argument for the opposition. He objected to the proposed improvement on the ground that it was too expensive and that the improvement of the land alone would cost the city \$20,000,000.

"If we want to obliterate something," he continued, "let us obliterate Coney Island. As for Coney Island, not the police there, but in sewers and renovate it and then we'll be all right."

A. J. Wallace, of South Brooklyn, said that Brooklyn had been taxed to the limit, and that if the Coney Island Park scheme went through, he and other taxpayers might as well go and live in tents. Why didn't the city go and improve the park land already had at Fort Hamilton, at Canarsie, and at South Brooklyn?

"As for vice at Coney Island, a couple of negroes had held up a man in Manhattan and sent him with a razor. Who ever heard of such a thing at Coney Island?"

"If the city controlled Coney Island Park everybody knows how much liberty they'd have. They would probably be asked to keep off the ground."

Edward F. Linton--Is there sin at Coney Island? Well, sin is not new in this world. I am not a saint. You're a sinner. Chief of Police, if he'll raise his hand sin will stop, and if he won't stop it, let's get a Chief of Police who will. But if you talk directly to him, he'll tell you that you're a sinner. Make it a park 365 days in the year. Send your Chief of Police down to Coney Island and let him exterminate sin and then you'll be able to get the property for twenty-five cents on the dollar.

Dr. Albert Chambers said he'd lived in Coney Island for eighteen years. "We don't raise criminals there. They come from your great city."

President Grout--Are the police making an effort to suppress crime there?

Dr. Chambers--Not that I've heard of. My honest opinion of Coney Island is that it is much stronger than it ever was.

President Grout--Do you think the police are cognizant of this?

Dr. Chambers--If anybody were to squirt water in your ear with a syringe you wouldn't think it was rain would you?

Police Paid for Protection.

C. C. Overton, of Coney Island, church deacon and Sunday-school superintendent--The people want Coney Island just as it is. I want to say, however, that there's not a penny of the money that's ever been paid to the police, and it's the same in New York. Comptroller Cook knows this; he's in a position to know. The city's financial budget is \$1,000,000. Every disorderly house pays the police.

President Grout--You will get a summons from Moss tomorrow to appear before the Board of Public Improvements.

Mr. Overton--I am superintendent in the Sunday-school and a deacon in the church. I know the other side of Coney Island. We bring up our children to be temperance boys and girls. But anything good or bad is a result about Coney Island does Coney Island good. There's just as much vice at Manhattan Beach and Brighton Beach as at the Borey. Only it's a little higher toned. I'd like to know what Mr. Coley put the eastern boundary of his moral park at the race track. Why not take in the race track, Mr. Coley?

Park Would Benefit Property.
T. De Quincey Tully, secretary of the Law Enforcement Society of Brooklyn, opened the argument in favor of the park. He thought the plan for the smaller park should be adopted. The establishment of such a park would increase property values in the vicinity, and there was no reason why Coney Island should not be a second Atlantic City, the season lasting throughout the year.

He said President York of the Police Board had told him that vice would be driven out of Coney Island, if he had to expel it with a gun.

Former Assistant Corporation Counsel Albert G. McDonald, said:

"The creation of public parks has come to be regarded as on a par in respect of dignity with the creation of additional means of public education. Let us, then, consider not the state of things as they are to-day, but let us look forward to fifty years from today. The Comptroller, in my judgment, comes timely with this subject. He is thinking of the future."

Coney Island is pre-eminently the seashore location to be acquired for a public park, and therefore when you acquire it acquire it in largeness, not in narrowness. Why? For matters? They're small about it? I believe the estimate of the cost made by Comptroller Coley far exceeds the value of the property.

"Wouldn't it be people go to such a park then? Yes, but different people--mothers and their children--and those are the people to benefit."

A. J. White, formerly Commissioner of City Works of Brooklyn, said he favored the largest kind of a public park at Coney Island, and that he would like to see it extend back into the marshland.

"I know," he continued, "that we need water and sewers, but I also know there's a place where a second home for our people can be acquired, and that's now, and if you let the chance go now it's gone forever."

"If Coney Island the wrong things have been crowding out the right things. I have yet to learn that innocent amusement cannot pay the rental which vicious ones do."

Coney Island Growing Worse.
Henry P. Schmidt, of Brooklyn, said:

"I was in favor of this larger park from the first, as I regarded it as the most sensible plan spoken of in Brooklyn for many years."

"Things at Coney Island have been growing steadily worse for years, and it will make Brooklyn the most beautiful spot in America. We shall then have a clean park and clean people. This chief Devery ought to be ashamed to permit these conditions to continue."

James H. McKean, president of the Hamilton Club of Brooklyn, said he favored appropriating the whole of Coney Island for the park scheme. He had visited Revere Beach, near Boston, and he ventured to say that in five years Boston would be sorry she hadn't provided a larger park for her people.

Other speeches favoring the larger park scheme were made by Otto Komper, Henry P. Kent, of Coney Island, and former President McDowell, of the Sea Beach Railroad.

Killed by Excessive Bicycling.
Excessive bicycle riding is the cause assigned for the death of Peter M. Roseberry, who died suddenly yesterday morning in his wife's arms from heart failure, as he was about to ride his road-bike and leave for his work. Roseberry, who was forty-five years of age, spent nearly all of his spare time on the wheel.

The Lackawanna Road
is the short line to the West. Solid through Pullman trains to Scranton, Binghamton, Buffalo, Cleveland, Ft. Wayne and Chicago. Lowest rates.

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